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PHOTOGRAPHIC INTELLIGENCE MEMORANDUM

## RAILROAD YARDS AND SHOPS ORSHA, USSR





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HTA-M29-57

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7 AUGUST 1957

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CENTRAL INTELLIGENCE AGENCY

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# RAILROAD YARDS AND SHOPS ORSHA, USSR

HTA-M29-57

7 AUGUST 1957

<u>?Ი₮₢₦₿₭₭₣₢₽₣₿₮₿₸₦₭₭₭₮₣₮₳₵₵₵₽₵</u> EUROPEAN U.S.S.R. ORWAY .Varde MURMANSK Nar'yan-Mar Z Kandalaksha Ust -Usa Z 1:16,000,000 Belomors ARCHANGEL 200 Statute Miles Molotovsk Ukhte Onega 100 200 300 Kilometers Tampere SWEDEW ALAND IS. HELSINKI\ ₩ Petrozavodsk Kotlas \$ STOCKHOLM Konosho Norrköping ®BEREZNIKI HIIUMAA TALLINN GOTLAND ENINGRAD SAAREMAA Tartu MOLOTOV KIROV «Ventspils Kotel'nich SVERDLOVSK SHCHERBAKOV <sub>p</sub> KOSTROMA YAROSLAVL IZHEVSK OVONAVE. Klaipėda, ZLATOUST Baltiysk CHELYABINS GOR'KIY KAUNAS KAZAN DANZIG EKALININGRAD мозсом A7U<sup>C</sup> VITEBSK MAGNITOGORSK UL'YANOVSK SMODENSK MINSK Orsha Saransk KUYBYSHEV TULA , Baranovichi PENZA POLAND CHKALOX ORËL Pinsk Ural'sk Chernigo KURSK SARATOV VORONEZH Rovno Aktyubins Przemyśig Krasnyy Kut KIEV CZECH. '人 KHAR'KOV POLTAVA 0/  $H_{UNG}$ STÁLINGRAD DNEFROPETROVSK KIROVOGRAD ZAPOROZHYE KRIVOY ROG R UMA TAGANROG NIA @ NKOLAYEV ZHDANOV® ROSTOV ODESSA ASTRAKHAN' Yeysk ikhoretsk KERCH' BUCHAREST SIMFEROPOL KRASNOBAR • Fort Shevchenko Stavropol SEVASTOPOL, Constanța Novorossiysk SOFIA BULGA RIA PLOVDIV Sukhumi DZAUDZHIKAU YSTAMBUL ©ÜŞKÜDAR TIFLIS Krasnovodsk °Zonguldak Leninakan Kirovaba R K Ε **QYEREVAN** Eskişehir Some boundaries shown on this map are de facto bound <sub>⊚</sub>iZMIR aries (1954), not necessarily recognized as definitive by the United States Government; the United States Government has not recognized the incorporation of Estonia, Latvia, and Lithuania into the Saviet Union. I R A N **√**IRAN Base 13268 10-54

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25X1D

#### RAILROAD YARDS AND SHOPS ORSHA, USSR

Orsha is located 75 miles west of Smolensk at the junction of the Brest-Moscow and Leningrad-Kursk rail lines. The complex of rail facilities at Orsha consists of three distinct units: the Northwest Yards, the East Yards, and the Southwest Yards.

A comparison of photography with that of reveals no 25X1D apparent change in the Southwest Yards. In the Northwest Yards one of the two turntables has been removed, and trackage in the classification yard has been reduced by half. New construction in this area includes a loading platform and a freight warehouse. In the East Yards trackage in the classification yards has been reduced by half, and one section of a shop building has been dismantled.

Components of each of the three rail yards at Orsha are annotated on the photograph and described in the accompanying key.

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25X1D

25X1D

25X1D

	KEY TO ANNOTATIONS	
	RTHWEST YARDS	(
1.	Open coal storage, 2200' long, 200' average width. No basic change in size since	25X1D
2.	Turntable, 100' diameter. Still in service.	25X1D
3.	Holding yard, 3000' long, 6-8 tracks wide. No basic change in size or trackage since	25X1D
4.	Loading platform, 220'x 30'. New since	25X1E
5.	Freight warehouse, 310'x 40'. New sinc	
6.	Four rail sidings in fenced area. For storage of military rolling stock. No basic change in size or trackage since	
7.	Locomotive and car servicing and repair area. See items 8, 9, and 10.	•
8.	Locomotive sheds: one 300'x 70' (monitor roof), and one 230'x 100' (arched roof). No basic change in size since	
9.	Machine shop, 270'x 60' (flat roof). No basic change since	25X1D
10.	Probable car shed, 340'x 65' (monitor roof). No basic change in size since	25X1D
11.	Passenger station, 450'x 75'. No change since	25X1D
12.	Open coal storage, 1900' long, 170' average width. No basic change in size since	25X1E
13.	Relay yard, 3100' long, 6-8 tracks wide. No basic change in size or trackage since	25X10
14.	Classification yard, 3400' long, 10-12 tracks wide; formerly twice this size.	
	T YARDS Freight warehouses (3) 295'x 75', 300'x 75', and 200'x 35'. No change since	25X1[
16.	Open bin for bulk stores, 1200'x 140' (rock, gravel, etc.).	
17.	Freight terminal area. Northern section averages 1000'x 540' and southern section 800'x 155'. Area is fenced and contains two warehouses, 500'x 135' and 780'x 135', and 55 storage sheds each 30'x 30'. No basic change since	25745
18.	Classification yard, 5000'x 400', 16-20 tracks. No basic change in over-all size, but approximately 10 tracks removed.	25X1D
19.	Shop building, $250^{t}x$ $50^{t}$ (monitor roof). One formerly connected section of equal size has been removed.	:
20.	Open stores and coal storage area, 1700' long and averaging 340' in width.	J
21.	Fenced open storage area, 1400'x 300'. Contains rail sidings for storage of military rolling stock. No change in amount of trackage since	25X1D
22.	Machine shop, 140'x 70' (flat roof). No change in size since	25X1D
23.	Locomotive servicing and repair sheds: two, each 175'x 75' (transverse monitor roof). Three tracks enter each shed. No change in size since	25X1D
24.	Shop building, 250'x 60' (monitor roof). No change in size since	25X1D
SOU '	THWEST YARDS Holding and classification yard 2800! long 350! wide Contains 12.1/4 a. 1.	•
•	Holding and classification yard, 2800' long, 350' wide. Contains 12-16 tracks. No basic change in size or trackage since	25V4D
6.	Car shed, 190'x 50' (monitor roof). No basic change in size since	25X1D
7.	Storage building, 250'x 40' (flat roof). No basic change in size since	25X1D

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REQUIREMENT: Prepared in answer to RR/HTA/E/R14/57 requesting changes since World War II in the Orsha Railroad Yards and Shops.

#### PHOTO DATA:

25X1D

REFERENCES:

ATMP:

25X1A

COORDINATES: 54°31'N - 30°22'E Northwest Yards 54°30'N - 30°24'E East Yards

54°31'N - 30°22'E Southwest Yards

25X1A